

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT				1. CONTRACT ID CODE		PAGE OF PAGES 1 7	
2. AMENDMENT/MODIFICATION NO. 0002		3. EFFECTIVE DATE 05-Dec-2001		4. REQUISITION/PURCHASE REQ. NO. 12649404		5. PROJECT NO.(If applicable)	
6. ISSUED BY NAVAL SURFACE WARFARE CENTER, CARDEROCK CODE 3353, ROBERT COLOT 5001 SOUTH BROAD ST PHILADELPHIA PA 19112-1403		CODE N65540		7. ADMINISTERED BY (If other than item 6) See Item 6		CODE	
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)				X		9A. AMENDMENT OF SOLICITATION NO. N65540-02-R-0006	
				X		9B. DATED (SEE ITEM 11) 08-Nov-2001	
						10A. MOD. OF CONTRACT/ORDER NO.	
						10B. DATED (SEE ITEM 13)	
CODE		FACILITY CODE					
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS							
<input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input type="checkbox"/> is extended, <input checked="" type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning <u> 1 </u> copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.							
12. ACCOUNTING AND APPROPRIATION DATA (If required)							
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.							
A.THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.							
B.THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).							
C.THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:							
D.OTHER (Specify type of modification and authority)							
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.							
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) Answer questions, amend solicitation							
<small>Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.</small>							
15A. NAME AND TITLE OF SIGNER (Type or print)				16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)			
15B. CONTRACTOR/OFFEROR _____ (Signature of person authorized to sign)		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA BY _____ (Signature of Contracting Officer)		16C. DATE SIGNED 05-Dec-2001	

1. The following paragraphs provide contractor questions regarding the solicitation and the Government's answers to the questions:

Q1. SOW, on page 20 of 56 SECTION I Clause 52.209-3 paragraph b, states "The Contractor shall submit the first article test report within 30 calendar days from the date of this contract to Commanding Officer,"

Question: Does this mean 30 days after contract award, or is it intended to be 30 days after First Article Test completion?

A1. 225 days after date of contract (195 days + 30 days).

Q2. SOW, on page 51 of 56 Section L - Section, Proposal Preparation Requirement, (2) Technical Proposal, Section 4 - Life Cycle Maintenance Costs, the hours of operation/yr and number of years are defined.

Question: Can a load profile or average load factor be specified to allow for a more accurate assessment of maintenance, parts consumption, and time to major overhaul.

A2. Yes, for this purpose use a yearly time load profile of 5% at 35% load, 85 % at 65% load, and 10% at full load.

Q3. In the CDRL's several data items (A001, A003, A005, A006, A0010,,), refer to the LMI worksheet as the source document for format & requirements. Question: Is the LMI worksheet available? If not, when will it be available for review? We need a copy of it in order to verify the data & format requirements prior to the proposal.

A3. See Attachment 5 to the solicitation.

Q4. The PGC conference date is not specified. Question: When will the PGC conference be held?

A4. The Provisioning Guidance Conference (PGC) referenced in CDRLs A008 and A009 will be held 60 days after contract award.

Q5. The technical specifications identifies a R&M Analysis in Par. 6.3 and a FMECA requirements in Par. 6.4.. The delivery requirements only identifies a FMECA requirement. Question: Will we be required to meet both requirements? Or will the R&M Analysis be waived if a FMECA Analysis is performed.

A5. It is the intent of the government to waive the RMAAA requirements providing the requirements stated in 6.3.2 are satisfactorily met.

Q6. Is the engine going to be required to utilize the waste heat/jacket water system if it is not necessary for the proposed engine to maintain proper cooling temperature levels? (can it be removed?)

A6. Yes, see tech spec para. 3.2.1.2.g. The existing waste heat loop will be utilized for engine jacketwater cooling. No, it cannot be removed since it is still used for purposes other than the manufacture of potable water.

Q7. Is the engine to be utilized for the manufacture of potable water? If yes, then what are the parameters of this system? I.E. temps/flow/capacities/etc

A7. Most likely not. If it is, any additional heat requirements not supplied by the engine will be supplied by supplemental electric heaters already installed in the waste heat loop.

Q8. Are there CAD drawings in electronic format of the figures in the technical proposal available for distribution for insertion of the proposed engine? Figures 1- 13?

A8. Raster 32 FFG-7 Generator drawings in electronic format are available for viewing at <http://www.dt.navy.mil/acquisition/acq/sol/sol.html>. The drawings are included as Attachment 6 to the solicitation.

"ImageR" software may be used to view the drawings. It is available at http://jtshelp.redstone.army.mil/jmx_htm/main.asp.

Q9. Can a dimensional drawing of the SAC coupling in electronic format where it interfaces with the engine be provided?

A9. Raster 32 FFG-7 Generator drawings in electronic format are available for viewing at <http://www.dt.navy.mil/acquisition/acq/sol/sol.html>. The drawings are included as Attachment 6 to the solicitation.

"ImageR" software may be used to view the drawings. It is available at http://jtshelp.redstone.army.mil/jmx_htm/main.asp.

Q10. Can a dimensional drawing of the generator coupling in electronic format be provided?

A10. Raster 32 FFG-7 Generator drawings in electronic format are available for viewing at <http://www.dt.navy.mil/acquisition/acq/sol/sol.html>. The drawings are included as Attachment 6 to the solicitation.

"ImageR" software may be used to view the drawings. It is available at http://jtshelp.redstone.army.mil/jmx_htm/main.asp.

Q11. Understand the Steward Stevenson Engines are on the FFG-7 Class Navy Ships, however also understand that there is one 3512B CAT prototype engine on one of the ships as a test engine. Can you tell me the price the Navy paid for this engine? Also, can you tell me the service experience history to date on this engine?

A11. The Cat 3512B engine referred to was purchased by Bath Iron Works for COMNAVSURFLANT. NSWCCD did not execute any parts of that contract. Service experience to date is incomplete. All reliability and maintainability requirements for this procurement are set forth in the solicitation and its attachments.

Q12. SOW page 49 of 56, Section L - Proposal Preparation Requirement, the first paragraph, last sentence states "Proposals shall be submitted as three separate documents, as follows:

Documents	Originals	Copies
Solicitation, Offer and Award Document (SF-33)	1	2
Technical Proposal	1	5"

There are only two documents referenced.

A12. The referenced sentence should cite two separate documents, not three.

Q13. SOW page 49 of 56, Section L - Proposal Preparation Requirement, (1)Solicitation, Offer and Award Documents (SF-33), first sentence states "This document, which may as a separate document from the technical and cost proposal."

This would indicate that there is to be a separate cost proposal document.

A13. There is no requirement for a separate cost proposal.

Q14. SOW page 49 of 56, Section L - Proposal Preparation Requirement, (1) Solicitation, Offer and Award Documents (SF-33), first sentence states "Special attention should be enter the prices required in Section B, complete"

This would indicate that Section B - which is the CLIN price breakdown - is to be part of Solicitation, Offer and Award Document. If this is correct, what is to be included in the Cost Proposal.

A14. There is no requirement for a separate cost proposal.

Q15. SOW, Section F, Required Delivery Schedule, Item 0001 - 195 days after date of order. Assume that date of order is the same as date of contract award.

A15. It is anticipated that the delivery order for the first article unit (CLIN 0001) will be issued concurrently with contract award.

Q16. CDRL A020 Shock Test Report, Blk 12 states "120 DARC" What does DARC stand for? We believe that means Days After Receipt of Contract.

A16. DARC = days after receipt of comments.

Q17. Pages 49 and 50 of the solicitation refer to a "Statement of Work" and a Technical requirements Section C. I can find neither of these documents or sections in the Solicitation/Tech Spec. Could you clarify what the Statement of Work and Section C are and forward them as we do not seem to have these sections.

A17. The Statement of Work cited on page 50 of the solicitation refers to Attachment 1 to the solicitation entitled " Technical Specification for Ships' Service Generator Diesel Engine for the FFG-7 Class Ships. It was

mailed with the original solicitation and is also available at
<http://www.dt.navy.mil/acquisition/acq/sol/sol.html> .

There is no Section C in the solicitation since requirements normally appearing in section C are included in Attachments 1, 2 and 3 to the solicitation. See Amendment 0001 to the solicitation which changed the reference regarding Section C to cite Attachments 1, 2 and 3.

Q18. Technical Specification, paragraph 3.1 states "The diesel engine shall be directly coupled to a Government Furnished Generator and coupled to a Government Furnished Starting Air Compressor

Question: Is the Government or Contractor responsible for shipment of the equipment to include preparation for shipment?

A18. Section 3 designates Design Requirements not installation or shipment guidance. The statement in paragraph 3.1 denotes how the equipment will be used. The statements in para 3.1 should not be used for shipping instructions. All packaging instructions are detailed in Section 5. Production engines will not be mated to the GFE prior to delivery.

Q19. The couplings on both ends of the engine have torsional characteristics. If these characteristics are not documented on the drawings we requested 28 November 01, can you furnish these? Generator and SAC coupling characteristics will be required. A torsional analysis of the entire gen-set, including the SAC is necessary. We require the torsional characteristics of the generator, SAC, and the Government Furnished couplings for each in order to perform this analysis.

A19. Additional vibration analysis data is provided as Attachment 7 to the solicitation. There are technical characteristics listed on the drawings provided as Attachment 6. Any additional information needed by the Vendor would require they interface with the generator and or SAC manufacturer.

Q20. The Technical Specification we received mentions in section 3.4 Documents and 3.4.1.2 Installation Drawings numerous drawings. What exactly are the specific drawings that are to be furnished with the proposal technical spec?

A20. Those drawing described in section 3.4 and 3.4.1.2 are required if the vendor is selected as the contract winner. They are not required for the proposal submission.

Q21. Is the proposed engine required to use the jacket water cooler currently installed, or is an engine mounted cooler capable of maintaining engine temperatures acceptable? If not, where could s/w cooling be provided from?

A21. The engine must be capable of being connected to the existing waste heat system that is currently installed. An engine mounted jacketwater cooler would not be allowed.

Q22. Where is the sea water cooling provided from? Electric driven pump, etc? Is flow/head/ etc available for this and can it be provided also?

A22. There is no seawater cooling available to the engine. The supplied engine will be connected to the existing waste heat system. The government will be responsible that sufficient flow and pressure is available to the engine for purposes of jacketwater cooling.

Q23. Paragraph 3.6.3.9 of the Technical Spec (page 43) states "if the engine requires an intercooler or an aftercooler, the contractor may use the government's existing heat exchanger rated for 710,000 BTUs/Hr. If this heat transfer capacity is not sufficient, the Contractor shall provide a suitable heat exchanger qualified for Navy use." Can you provide drawings of this cooler for piping mating requirements? Including flow specs, etc?

A23. NSWCCD does not have the drawing for the existing heat exchanger on board. The vendor is allowed to take nameplate data and measurements on any applicable equipment from the ship visits described in the solicitation.

Q24. Paragraph 3.6.3.15 Exhaust Systems of the Technical Specification states the engine shall be flanged to accept an expansion joint not supplied by the contractor between the exhaust manifold/turbocharger outlet and ship exhaust piping. Could we get drawings of this flange, including bolt pattern, diameter, holes, etc?

A24. The flange will be sized by the Government to mate with the contractors supplied interface. The requirement is that there shall be means to attach the government supplied flange to the engine exhaust outlet.

2. The following changes are made to the subject solicitation:

a. On page 20 of the solicitation, the first line under paragraph (b) of clause 52.209-3 entitled "First Article Approval-Contractor Testing (Sept 1989) Alternate I (Jan 1997)" is changed to read as follows:

"The Contractor shall submit the first article test report within **225** calendar days from the date of this contract to . . . "

b. Provisioning Requirements including the Logistics Management Information (LMI) Worksheet is included Attachment 5.

c. Raster 32 FFG-7 Generator drawings in electronic format available for viewing at <http://www.dt.navy.mil/acquisition/acq/sol/sol.html> are added as Attachment 6.

d. On page 49 of the solicitation, the third line under the clause entitled "Proposal Preparation Requirement" is changed to cite as follows:

"Proposals shall be submitted as two separate documents, as follows:"

e. On page 49 of the solicitation, under the clause entitled "Proposal Preparation Requirement", the words "and cost proposals" are deleted from the second line of the section entitled "(1) Solicitation, Offer and Award Documents (SF-33 RFP)".

f. Additional vibration analysis data is provided as Attachment 7 to the solicitation.

